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RAILROAD SYSTEMS REPORT 1949 ACHIEVEMENTS; BATRAKI STATION CRITICIZED

1949 CARLOADING PLAN COMPLETED -- Gudok, No 154, 25 Dec 49

On 21 December at 1200 hours Soviet railroad workers completed the 1949 year plan for carloadings, including petroleum, metals, building materials, and other basic freights. Six railroad okrugs and 29 railroads are now hauling freight on the 1950 account. Twenty-four railroad systems have repaired a total of 12,744 cars above the year plan.

Gudok, No 149, 1st Dec 49

Railroad systems of the Southwestern Railroad Okrug have completed the year plan for carloadings. During 11 months freight-handling costs have been reduced by 4.2 percent against the plan.

The Ashkhabad Railroad System has completed the year plan for loading petroleum products.

The Buzuluk Division of the Kuybyshev Railroad System has completed the Five-Year Plan for level and volume of freight handling.

WESTERN SYSTEM RECORDS SUCCESSES -- Gudok, No 156, 30 Dec 49

The movement for 500-kilometer daily locomotive runs has expanded on the Western Railroad System, and the condensed schedule has been adopted with success. Up to five variants of the condensed schedule for locomotive turnaround and train movement were worked out for each section. Stops at 29 intermediate stations were shortened by a total of 6 hours 23 minutes, and many stops for taking on water, cleaning fireboxes, and adding helper locomotives were eliminated. The norm for locomotive layover in base depots was reduced by 2.5 hours and the norm for locomotive layover in turnaround depots was cut 4 hours and 15 minutes.

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While 60-65 percent of the locomotive park has been changed over formally to the condensed schedule, in October and November actually nine-tenths of the locomotive park operated on the condensed norms.

During 11 months the norm for average daily distance traveled was exceeded by 24 kilometers, and the assignments for locomotive turnaround time and average speed excluding stops were also exceeded. Exceeding the norm for locomotive turnaround time permitted the locomotive park to be cut, and as a result saved more than 4 million rubles in 11 months, and also led to acceleration of freight car turnaround, which has exceeded the prewar level and has been reduced against the norm by 6.5 hours; this reduction in turn has enabled the system to load additionally up to 200,000 cars with the same number of freight cars and to increase the volume of freight carried by several million ton-kilometers.

A study of the elements of freight car turnaround time shows that it was accelerated only as a result of increased average speed excluding stops. Layover of freight cars in freight operations was reduced only to a small degree and is still greater than prewar. Analysis establishes that about 60 percent of all of the additional freight hauling work done by the system as a result of the acceleration of freight car turnaround time was a direct consequence of the movement for 500-kilometer daily locomotive runs. Thanks to this movement, the system was able to achieve an additional 20.6 million rubles of revenue and to cut operating costs by 24.5 million rubles. Increased use of above-norm-weight trains enabled the system to save 1.5 million rubles, and increasing the interrepair runs of locomotives, as well as better care for them, saved the system about 2 million rubles.

Repair workers reduced the layover of locomotives in medium repair by one day, in overhaul by 1.2 days, and in washing repair by 1.7 days.

In all, during 10 months the locomotive service of the system saved more than 13 million rubles.

In comparison with the first quarter, the cost per ton-kilometer effected in the second quarter was 0.8 kopeck less, and during the third quarter, 1.3 kopecks less. During the third quarter each ruble of basic funds gave 12 percent more production (in ton-kilometers effected) than in the second quarter. The system achieved savings of more than 12 million freight-car-hours and released 25 million rubles of working capital.

Still among the shortcomings of the system are unloading delays and delays of locomotives at closed signals, control posts, intermediate and industrial stations, and division junction points.

In the Western Railroad Okrug the average daily locomotive distance traveled is 5 percent above the norm, and systems of the okrug have saved more than 100 million rubles during 1949 through the efforts of locomotive engineers striving for 500-kilometer daily runs.

Gudok, No 155, 28 Dec 49

During 11 months of 1949 freight car turnaround time on the Western Railroad System was reduced by .26 day.

STALIN SYSTEM COMPLETELY RESTORED -- Gudok, No 150, 16 Dec 49

More than three-quarters of the track and all of the structures of the Stalin Railroad System were destroyed during the war. During the past 4 years the system has been completely reconstructed. The section between Zaporozh'ye and Nikopol' has been electrified, and soon electric trains will run along the whole line from Zaporozh'ye to Dolgintsevo and along the whole main line to Pyatikhatki and Karnavatka.

OMSK SYSTEM BUILDING PLAN COMPLETED - Gudok, No 155, 28 Dec 49

Construction workers of the Omsk Railroad System completed the year plan for volume of work and for projects put into service on 20 December. Among the projects was the completion of shops in Omsk.

BATRAKI STATION OPERATES POORLY -- Gudok, No 155, 28 Dec 49

The Batraki station, the largest marshaling station in the Volga Railroad Okrug, is furnished with the latest equipment, including vise-type car retarders on the hump, radio equipment in the locomotives, and teletypes for advance information on arriving trains. However, in spite of this equipment, the station's operations are unsatisfactory. The station does not meet its assignments from month to month for processing cars, especially in the eastern direction, where layover is almost twice the norm. Trains going through the station without processing are delayed an average of 3.5-4 hours. Trains made up in the station spend 5.5 hours on the dispatching tracks, instead of the 1.3 hours set by the norm.

The reasons for the station's poor showing are failure to utilize equipment, failure to observe standard operating techniques, and failure to follow the single schedule set up for the station's operations. The station lacks an operational plan based on an exact accounting of the presence and delivery of freight cars. There is no attempt made to coordinate the operations on the hump with operations in other parts of the station.

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